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TIME-TABLE.

On and after WEDNESDAY, 12th DECEMBER, 1917, until further Notice.

DOWN TRAINS.

Stations	No. 5 Through Express a.m.	No. 7 Through Express a.m.	No. 9 Through Slow a.m.	No. 11 Local a.m.	No. 13 Through Express p.m.	No. 15 Local p.m.	No. 17 Through Express p.m.	No. 19 Local p.m.	No. 21 Local p.m.
CANTON (Tai Sha Tau)	dep. 7.25	—	8.35	—	—	8.30	—	—	—
SHUI LUNG	dep. 7.40	—	8.50	—	—	8.45	—	—	—
Shau Chai	dep. 7.55	—	9.05	—	—	9.00	—	—	—
Yuen Shui	dep. 8.10	—	9.15	—	—	9.15	—	—	—
Yuen Shui	dep. 8.25	—	9.35	—	—	9.30	—	—	—
Tai Po Market	dep. 8.40	—	9.50	—	—	9.45	—	—	—
Tai Po	dep. 8.55	—	10.05	—	—	10.00	—	—	—
Yuen Shui	dep. 9.10	—	10.20	—	—	10.15	—	—	—
Yuen Shui	dep. 9.25	—	10.35	—	—	10.30	—	—	—
Yuen Shui	dep. 9.40	—	10.50	—	—	10.45	—	—	—
Yuen Shui	dep. 9.55	—	11.05	—	—	11.00	—	—	—
Yuen Shui	dep. 10.10	—	11.20	—	—	11.15	—	—	—
Yuen Shui	dep. 10.25	—	11.35	—	—	11.30	—	—	—
Yuen Shui	dep. 10.40	—	11.50	—	—	11.45	—	—	—
Yuen Shui	dep. 10.55	—	12.05	—	—	12.00	—	—	—
Yuen Shui	dep. 11.10	—	12.20	—	—	12.15	—	—	—
Yuen Shui	dep. 11.25	—	12.35	—	—	12.30	—	—	—
Yuen Shui	dep. 11.40	—	12.50	—	—	12.45	—	—	—
Yuen Shui	dep. 11.55	—	13.05	—	—	13.00	—	—	—

UP TRAINS.

Stations	No. 4 Local a.m.	No. 6 Through Express a.m.	No. 8 Through Express a.m.	No. 10 Local a.m.	No. 12 Local p.m.	No. 14 Through Express p.m.	No. 16 Through Express p.m.	No. 18 Through Express p.m.	No. 20 Local p.m.	No. 22 Local p.m.
Yuen Shui	dep. 6.55	7.05	0.15	10.15	—	1.15	—	2.35	—	4.05
Yuen Shui	dep. 7.10	7.20	0.30	10.30	—	1.30	—	2.50	—	4.20
Yuen Shui	dep. 7.25	7.35	0.45	10.45	—	1.45	—	3.05	—	4.35
Yuen Shui	dep. 7.40	7.50	1.00	11.00	—	1.55	—	3.20	—	4.50
Yuen Shui	dep. 7.55	8.05	1.15	11.15	—	2.10	—	3.35	—	5.05
Yuen Shui	dep. 8.10	8.20	1.30	11.30	—	2.25	—	3.50	—	5.20
Yuen Shui	dep. 8.25	8.35	1.45	11.45	—	2.40	—	4.05	—	5.35
Yuen Shui	dep. 8.40	8.50	1.60	12.00	—	2.55	—	4.20	—	5.50
Yuen Shui	dep. 8.55	9.05	1.75	12.15	—	3.10	—	4.35	—	6.05
Yuen Shui	dep. 9.10	9.20	1.90	12.30	—	3.25	—	4.50	—	6.20
Yuen Shui	dep. 9.25	9.35	2.05	12.45	—	3.40	—	5.05	—	6.35
Yuen Shui	dep. 9.40	9.50	2.20	13.00	—	3.55	—	5.20	—	6.50
Yuen Shui	dep. 9.55	10.05	2.35	13.15	—	4.10	—	5.35	—	7.05
Yuen Shui	dep. 10.10	10.20	2.50	13.30	—	4.25	—	5.50	—	7.20
Yuen Shui	dep. 10.25	10.35	3.05	13.45	—	4.40	—	6.05	—	7.35
Yuen Shui	dep. 10.40	10.50	3.20	14.00	—	4.55	—	6.20	—	7.50
Yuen Shui	dep. 10.55	11.05	3.35	14.15	—	5.10	—	6.35	—	8.05
Yuen Shui	dep. 11.10	11.20	3.50	14.30	—	5.25	—	6.50	—	8.20
Yuen Shui	dep. 11.25	11.35	4.05	14.45	—	5.40	—	7.05	—	8.35
Yuen Shui	dep. 11.40	11.50	4.20	15.00	—	5.55	—	7.20	—	8.50
Yuen Shui	dep. 11.55	12.05	4.35	15.15	—	6.10	—	7.35	—	9.05
Yuen Shui	dep. 12.10	12.20	4.50	15.30	—	6.25	—	7.50	—	9.20
Yuen Shui	dep. 12.25	12.35	5.05	15.45	—	6.40	—	8.05	—	9.35
Yuen Shui	dep. 12.40	12.50	5.20	16.00	—	6.55	—	8.20	—	9.50
Yuen Shui	dep. 12.55	13.05	5.35	16.15	—	7.10	—	8.35	—	10.05
Yuen Shui	dep. 13.10	13.20	5.50	16.30	—	7.25	—	8.50	—	10.20
Yuen Shui	dep. 13.25	13.35	6.05	16.45	—	7.40	—	9.05	—	10.35
Yuen Shui	dep. 13.40	13.50	6.20	17.00	—	7.55	—	9.20	—	10.50
Yuen Shui	dep. 13.55	14.05	6.35	17.15	—	8.10	—	9.35	—	11.05
Yuen Shui	dep. 14.10	14.20	6.50	17.30	—	8.25	—	9.50	—	11.20
Yuen Shui	dep. 14.25	14.35	7.05	17.45	—	8.40	—	10.05	—	11.35
Yuen Shui	dep. 14.40	14.50	7.20	18.00	—	8.55	—	10.20	—	11.50
Yuen Shui	dep. 14.55	15.05	7.35	18.15	—	9.10	—	10.35	—	12.05
Yuen Shui	dep. 15.10	15.20	7.50	18.30	—	9.25	—	10.50	—	12.20
Yuen Shui	dep. 15.25	15.35	8.05	18.45	—	9.40	—	11.05	—	12.35
Yuen Shui	dep. 15.40	15.50	8.20	19.00	—	9.55	—	11.20	—	12.50
Yuen Shui	dep. 15.55	16.05	8.35	19.15	—	10.10	—	11.35	—	13.05
Yuen Shui	dep. 16.10	16.20	8.50	19.30	—	10.25	—	11.50	—	13.20
Yuen Shui	dep. 16.25	16.35	9.05	19.45	—	10.40	—	12.05	—	13.35
Yuen Shui	dep. 16.40	16.50	9.20	20.00	—	10.55	—	12.20	—	13.50
Yuen Shui	dep. 16.55	17.05	9.35	20.15	—	11.10	—	12.35	—	14.05
Yuen Shui	dep. 17.10	17.20	9.50	20.30	—	11.25	—	12.50	—	14.20
Yuen Shui	dep. 17.25	17.35	10.05	20.45	—	11.40	—	13.05	—	14.35
Yuen Shui	dep. 17.40	17.50	10.20	21.00	—	11.55	—	13.20	—	14.50
Yuen Shui	dep. 17.55	18.05	10.35	21.15	—	12.10	—	13.35	—	15.05
Yuen Shui	dep. 18.10	18.20	10.50	21.30	—	12.25	—	13.50	—	15.20
Yuen Shui	dep. 18.25	18.35	11.05	21.45	—	12.40	—	14.05	—	15.35
Yuen Shui	dep. 18.40	18.50	11.20	22.00	—	12.55	—	14.20	—	15.50
Yuen Shui	dep. 18.55	19.05	11.35	22.15	—	13.10	—	14.35	—	16.05
Yuen Shui	dep. 19.10	19.20	11.50	22.30	—	13.25	—	14.50	—	16.20
Yuen Shui	dep. 19.25	19.35	12.05	22.45	—	13.40	—	15.05	—	16.35
Yuen Shui	dep. 19.40	19.50	12.20	23.00	—	13.55	—	15.20	—	16.50
Yuen Shui	dep. 19.55	20.05	12.35	23.15	—	14.10	—	15.35	—	17.05
Yuen Shui	dep. 20.10	20.20	12.50	23.30	—	14.25	—	15.50	—	17.20
Yuen Shui	dep. 20.25	20.35	13.05	23.45	—	14.40	—	16.05	—	17.35
Yuen Shui	dep. 20.40	20.50	13.20	24.00	—	14.55	—	16.20	—	17.50
Yuen Shui	dep. 20.55	21.05	13.35	24.15	—	15.10	—	16.35	—	18.05
Yuen Shui	dep. 21.10	21.20	13.50	24.30	—	15.25	—	16.50	—	18.20
Yuen Shui	dep. 21.25	21.35	14.05	24.45	—	15.40	—	17.05	—	18.35
Yuen Shui	dep. 21.40	21.50	14.20	25.00	—	15.55	—	17.20	—	18.50
Yuen Shui	dep. 21.55	22.05	14.35	25.15	—	16.10	—	17.35	—	19.05
Yuen Shui	dep. 22.10	22.20	14.50	25.30	—	16.25	—	17.50	—	19.20
Yuen Shui	dep. 22.25	22.35	15.05	25.45	—	16.40	—	18.05	—	19.35
Yuen Shui	dep. 22.40	22.50	15.20	26.00	—	16.55	—	18.20	—	19.50
Yuen Shui	dep. 22.55	23.05	15.35	26.15	—	17.10	—	18.35	—	20.05
Yuen Shui	dep. 23.10	23.20	15.50	26.30	—	17.25	—	18.50	—	20.20
Yuen Shui	dep. 23.25	23.35	16.05	26.45	—	17.40	—	19.05	—	20.35
Yuen Shui	dep. 23.40	23.50	16.20	27.00	—	17.55	—	19.20	—	20.50
Yuen Shui	dep. 23.55	24.05	16.35	27.15	—	18.10	—	19.35	—	21.05
Yuen Shui	dep. 24.10	24.20	16.50	27.30	—	18.25	—	19.50	—	21.20
Yuen Shui	dep. 24.25	24.35	17.05	27.45	—	18.40	—	20.05	—	21.35
Yuen Shui	dep. 24.40	24.50	17.20	28.00	—	18.55	—	20.20	—	21.50
Yuen Shui	dep. 24.55	25.05	17.35	28.15	—	19.10	—	20.35	—	22.05
Yuen Shui	dep. 25.10	25.20	17.50	28.30	—	19.25	—	20.50	—	22.20
Yuen Shui	dep. 25.25	25.35	18.05	28.45	—	19.40	—	21.05	—	22.35
Yuen Shui	dep. 25.40	25.50	18.20	29.00	—	19.55	—	21.20	—	22.50
Yuen Shui	dep. 25.55	26.05	18.35	29.15	—	20.10	—	21.35	—	23.05
Yuen Shui	dep. 26.10	26.20	18.50	29.30	—	20.25	—	21.50	—	23.20
Yuen Shui	dep. 26.25	26.35	19.05	29.45	—	20.40	—	22.05	—	23.35
Yuen Shui	dep. 26.40	26.50	19.20	30.00	—	20.55	—	22.20	—	23.50
Yuen Shui	dep. 26.55	27.05	19.35	30.15	—	21.10	—	22.35	—	24.05
Yuen Shui	dep. 27.10	27.20	19.50	30.30	—	21.25	—	22.50	—	24.20
Yuen Shui	dep. 27.25	27.35	20.05	30.45	—	21.40	—	23.05	—	24.35
Yuen Shui	dep. 27.40	27.50	20.20	31.00	—	21.55	—	23.20	—	24.50
Yuen Shui	dep. 27.55	28.05	20.35	31.15	—	22.10	—	23.35	—	25.05
Yuen Shui	dep. 28.10	28.20	20.50	31.30	—	22.25	—	23.50	—	25.20
Yuen Shui	dep. 28.25	28.35	21.05	31.45	—	22.40	—	24.05	—	25.35
Yuen Shui	dep. 28.40	28.50	21.20	32.00	—	22.55	—	24.20	—	25.50
Yuen Shui	dep. 28.55	29.05	21.35	32.15	—	23.10	—	24.35	—	26.05
Yuen Shui	dep. 29.10	29.20	21.50	32.30	—	23.25	—	24.50	—	26.20
Yuen Shui	dep. 29.25	29.35	22.05	32.45	—	23.40	—	25.05	—	26.35
Yuen Shui	dep. 29.40	29.50	22.20	33.00	—	23.55	—	25.20	—	26.50
Yuen Shui	dep. 29.55	30.05	22.35	33.15	—	24.10	—	25.35	—	27.05
Yuen Shui	dep. 30.10	30.20	22.50	33.30	—	24.25	—	25.50	—	27.20
Yuen Shui	dep. 30.25	30.35	23.05	33.45	—	24.40	—	26.05	—	27.35
Yuen Shui	dep. 30.40	30.50	23.20	34.00	—	24.55	—	26.20	—	27.50
Yuen Shui	dep. 30.55	31.05	23.35	34.15	—	25.10	—	26.35	—	28.05
Yuen Shui	dep. 31.10	31.2								

THE BUILDING AUTHORITY.

Mr. A. E. Wright, executive engineer in charge of the Buildings Ordinance Office, said he had heard the evidence with regard to the terms of letting these sites. When a lot was sold the purchaser obtained his certificate from the auctioneer. On production of that certificate in his office he issued a permit—one for each person. The usual procedure was adopted this year. He did not actually know the persons who applied for permits. He believed the purchasers themselves, or their representatives, came for them, but he was not sure. Twelve out of the thirteen permits issued this year were available. The missing one was issued to Mr. Chan Sui Tong. The form of permit had been in use for many years; it was a miscellaneous permit. A match shed was a building within the meaning of the Ordinance. He was not of the opinion that it came under the heading of an exceptional building in the Ordinance. Reference was made to the Ordinance. No plans or the match sheds were deposited with the Buildings Office under Section 222 of the Ordinance, nor were the plans of any match sheds ever so deposited. None of the requirements of Section 222 had been complied with as far as match sheds were concerned. In his opinion, after speaking with the Crown Solicitor, the provisions of Section 222 should have been complied with by the purchasers. On the permit issued it was stated that the permission was subject to the terms of the Buildings Ordinance. The erection of the match sheds was supervised by Building Inspectors. The Inspector was notified of the issue of a permit and it was his duty to make such inspections as he considered fit, subject to witness' direction. There was no special Inspector for match sheds. In general, match sheds received very little attention, but, of course, that did not apply to the match sheds at the Race-course. The Inspector of the division including the Race-course was Mr. C. Sara, and witness had instructed him at least three times to inspect the match sheds erected at Happy Valley and he had returned a report of carrying out such inspections. Witness had not inspected the match sheds personally. No instructions were given to the builders, nor, as far as he was aware, was any information asked or given regarding the numbers to be accommodated. Beyond the actual inspection there were no tests made officially as to the stability of the erections. So far as he knew no instructions were given regarding cooking arrangements and as far as he was previously aware, no cooking was carried on under the match sheds. It was certainly not a safe thing to allow cooking under such conditions. The Inspector had no instructions to inspect during the races; he inspected just prior to the races and submitted his report. He did not think that the condition necessitating the covering of the turf with a board half-an-inch thick would effect the stability of the match sheds. None of the upright posts reached the ground but that made no difference if the sheds were properly built. The only difference would be that it would prevent the match sheds being moved bodily in the case of a typhoon or something of that sort. He did not think that the earthquake shocks could have had the slightest effect on the sheds. He had inspected the ground since the catastrophe but he found no signs of any poles having been inserted in the ground. There were no provisions made with regard to fire or as to the number of exits.

Mr. Bowley—There were no regulations with regard to smoking?—No.

No condition as to the number of people to be accommodated?—No.

No match sheds can be erected in the Colony without the permission of the Building Authority. Are you that authority?—Yes.

I suppose you issue hundreds of match sheds permits in the course of the year?—Yes.

In this case you gave permits for the erection of match sheds within a nearer distance to another building than is allowed under the Building Ordinance unless special permission has been obtained?—Yes. I take it that under these particular permits that permission is granted. I do not say that I had specific instructions.

Is the object of that condition to minimize the risk of fire?—I believe so.

Regulation three provides that applicants for permission to erect match sheds shall give the proposed dimensions of such match sheds. Was that condition enforced in this case?—Yes. I think I may say so because we have the plans. Match sheds have more than one dimension?—All dimensions are shown on the plans.

The Coroner—That scarcely answers the question. The applicants did not comply with this condition by supplying the proposed dimensions of the match sheds?—No.

Mr. Bowley—Was no limitation whatever put on the height of these buildings?—No.

There is no regulation as to the length or thickness of the poles?—No.

Or as to the distance between the poles?—No.

Or as to the lashings to be used?—No.

Mr. Bowley then asked to see the paper which Mr. Wright had containing certain memoranda and it was noted that on February 4th someone had minutely in the Buildings Ordinance Office for a careful supervision to be made of the match sheds on the Race-course.

Mr. Bowley continuing—How long has Mr. Sara been in the P.W.D.?—Four or five years.

What are his qualifications?—I should be glad for him to be called. He can explain for himself. He was sent out from Home specially for the work upon which he is engaged.

Mr. Sara reported to you regarding these match sheds upon several occasions?—In his diary and verbally. On Monday morning, February 25th, I asked him about the inspection and he told me he had gone round on Saturday morning most carefully and was quite satisfied with all of them.

In his previous reports to you had he reported any irregularity in construction?—No, the reports were satisfactory in all cases.

You consider Mr. Sara a reliable officer?—Yes.

You have been in the Department for how many years?—Fifteen.

Since when have you been in charge of buildings?—Since 1911. I was acting in charge on two occasions before.

Do you know the match shed contractor, Si Hock?—Not personally. I know the firm.

Is he to your knowledge the creator of a large number of match sheds in the Colony?—On, yes, an enormous number. Does he also erect an enormous amount of scaffolding?—Yes.

Is it your duty to control theatres and all places of amusement?—Yes, as far as the buildings are concerned. We license and inspect.

You are familiar with the regulations made with regard to theatres?—Yes. They contain elaborate provisions for gangways, doorways, staircases, etc. they do.

And also with regard to fire precautions?—Yes.

Do you issue permits for Chinese match shed theatres?—Yes.

Do you insist on the regulations with regard to gangways and fire appliances?—No.

None of them?—No.

I think no temporary building can be used as a theatre until you give a certificate. It is so in the regulations. My impression is that we have been advised legally that match sheds do not come under such a provision. As far as Chinese match sheds are concerned we issue a match shed permit. No licence is issued at all. I think this question came up once but I am not quite sure.

The Coroner—Can you make a statement in regard to that Mr. Wakeman?—The Crown Solicitor—I never heard about it before.

The Coroner—It is a new point. Perhaps you can look it up.

The Crown Solicitor agreed to do so.

Mr. Bowley continuing—In the light of your present experience do you think it would be better to insist upon the regulations in the future?—I certainly do.

Do you remember a fire destroying match sheds in Hingham on New Year's eve?—I remember there was a fire there. The match sheds were completely burnt out were they not?—I don't know.

The Coroner—What is the point Mr. Bowley?—Mr. Bowley—I was going to mention a few of the recent match shed fires.

The Coroner—Oh, yes, we remember there was one at Cheung Shu Wan.

Mr. Bowley continuing—Did it not occur to you, after these fires, that it would be advisable to take special precautions with regard to the race match sheds?—I don't see that.

Would it not be better to pin down their responsibility?—I don't see that.

Have you calculated the floor space in these match sheds to ascertain the number of people who could be accommodated at one time?—No.

Can you do that?—We have no plans from which we could make such calculations.

With regard to putting the poles into the ground, I think you stated that it would make no difference unless a typhoon might come and move the match sheds bodily. Did you arrive at that conclusion because the poles are cross-braced?—Yes.

So that the more weight you put on the poles, providing the lashings stand, the stronger they are?—No, not quite that.

The more stable they are?—Yes, but there is a limit.

The limit for breaking the poles and lashings. But as long as the poles and lashings do not break it does not matter in the least?—I do not think so.

Have you had any experience of match sheds collapsing during your stay in the Colony?—No. I cannot remember any, except in a typhoon of course.

You cannot give us any figures at present with regard to the accommodation of these match sheds?—No.

The Coroner—What sort of tests can you make with match sheds?—Tests are sometimes made of stands in England with sand bags, but sand bags being dead weight would not be a test against strain in a pole.

The Coroner—With reference to Section 222 of the Ordinance and the question that the regulations laid down have never been applied to match sheds, you have never had any instructions regarding that point?—No.

Mr. Bowley—Did you see the match sheds at all yourself?—No, not in the completed stage. I was at the race-course one day when they were just being started. That was this year.

Last year did you see the match sheds?—Yes.

I think you are aware of the unity arrangement of the match sheds, although they are divided into 17 lots they are practically one match shed?—It is usual and I presume it was the same this year.

And you do not object to that form of construction?—No.

Mr. Gedge—Would it be possible for Mr. Wright to have a model made to scale of these match sheds?—No.

The Coroner—Do you think it would help us?—No.

Mr. Gedge—We are having evidence of where certain people were. They could point out the positions.

The Coroner—The witnesses are perfectly familiar with the stands by their numbers.

Mr. Gedge—Different match sheds had different numbers of stories. Some had one story and others more.

The Coroner—If you think it would help us I am quite willing to have it done.

Mr. Gedge—I have three witnesses as to what happened on the Jockey Club stand.

The Coroner—I think it is quite clear. It was suggested that the contractor would be able to make a model and Mr. Wright was asked to report upon the subject this morning.

Mr. Leo d'Almeida—I have no doubt Mr. Bowley's client would be quite prepared to make this model at the expense of the Government.

The remark caused some amusement and the enquiry was then adjourned until this morning at 11 o'clock.

"EXPERIENCES IN THE WAR ZONE."

LECTURE BY DR. SHERWOOD EDDY.

Last evening, Dr. Sherwood Eddy delivered a lecture on "Experiences in the War Zone," at the Theatre Royal. Dr. Eddy has spent a considerable part of the past three years with the British Forces in England, France, Belgium, and Egypt as a special Secretary of the Y.M.C.A. and his valuable services to the Allied cause have been admitted by the British Military leaders. His lecture was interesting and listened to with close attention by a large and representative audience.

H.E. the Governor presided.

Dr. Eddy said:—The great battlefield rises in grim reality before us. Far to the left stands the terrible Ypres salient, so long swept by the tide of war; and away to the right are the blasted woods of "Plug Street." Right before us rises the historic Ridge of Messines, where at such cost during the summer, we are standing now at the top of the low ridge where the British trenches were so long beleaguered by the merciless fire. From here to the top of the ridge the ground has been fought over, inch by inch and foot by foot. It is blasted and blackened, deep scars are made by the shells, the trees stand on the bare ridge, stiff and stark, charred and leafless, like lonely sentinels of the dead. The ground, without a blade of grass left, is torn and toad by earthquake and volcanic. Trenches have been blown into shapeless heaps of mud. Deep shell-holes and mine-craters mark the advance. Small villages are left without one stone or brick upon another, mere formless heaps, ground almost to dust.

Above us, the very air is full of conflict. Hanging several hundred feet above each of these is a target for the attacking aeroplanes, and the occupants must be ready at a moment's notice to leap into a parachute when they are shot down. High above these balloons a score of British planes are darting about, dashing over the enemy's lines, acting as the eyes of the huge guns hidden away behind us.

At first on the field of battle one thrill at the sound of night and unearthly forces loomed, but in the din we suddenly realize that boys are dying all about us. Far behind us, marking the slow advance up this ridge of death, are the sheltered cemeteries of white crosses that tell the price that has already been paid. There are five thousand crowded graves. Yonder were alone. Great is the awful in its solid weight of agony. This is no longer a war between two people, but between two principles. It is no longer for every foot of a world that hereafter must be free. The men who are fighting on grounds of moral principle would rather pay any price than lie at ease under the false shadow of militarism and materialism. These men are fighting, and many of them are fighting for a new world. They are fighting for democracy, and they are fighting for a world where the principles of democracy and justice are not done away, but American materialism must be purged in the fiery furnace of this war. Its purposes will reach beyond our ken, and though mass alone has caused the war its issue is in the hands of God. The whole is a demonstration of the rule of leaving God out of His world.

We speak of the menace of armaments, but what is militarism? It is deeper principle which lies behind it. And what is materialism but selfishness? Materialism and selfishness are the dangers of our own land as well as of Germany. We ask ourselves: What is the real issue of the war? What are they fighting for? Behind the great battle for the life of the world, the struggle for the fight for the survival of the fittest, and on the other, the fight to make men fit to survive. One left hand is selfishness and on the right service. There is a final issue in world between passion and principle, between wrong and right, between dark and light, between mammon and God. This ultimate issue must be faced by individuals and by nations. It is the struggle which will decide all men in their lives.

Wars are the birth-pangs of a new era. A new day dawned for Young Men's Christian Association with the present war. Ninety per cent of former workers left to join the colour but a new army of over thirty thousand men and women was mustered and trained within its Huts for the service of the world. The Y.M.C.A. had British soldiers and the world had a new era.

Here are multitudes of men from home, shut out from the society of all good women, weary and wet, marching and drilling, often lonely and dejected, in the cheerless barracks, and tempted by the animal passion which is always loosed in wartime. We can measure just what a big part they play in the war. The red triangle, the camp and stands for the three things: food, shelter, and a place to sleep. It stands, as a pledge for supplying physical need of these hungry, cold, and sorely tempted men. The H.C. provides for the soldier's intellectual and social needs. The piano and phonograph, the billiard tables, and the social life.

(Continued at foot of next page.)

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. S. C. JENKIN, D.S.P. (RESERVE).

SEARCH SUPERVISORS.

With reference to Orders of March 4th and 5th, applications for duty as supervisors in connection with the system of searching of Passengers' baggage by Chinese regular police and revenue officers will not be received after Saturday, March 9th.

SECTION PATROLMEN.

Instruction as to the duties generally of Section Patrolmen is being issued in the form of a printed page to be inserted as Departmental Order No. 15 (b) in D.O. Book.

supply has been sent to Company Commanders, to whom application must be made for them by Platoon and Section Commanders. The latter will be held responsible for their issue to all ranks.

TRUNCHEONS.

Truncheons are being issued at the Equipment Parades now being held to all ranks not previously in possession of same. Patrolmen on duty will, after issue is completed, be required to produce truncheons when parading for duty.

Platoons will report at Headquarters Club at 5.30 p.m. as follows:—

Nos. 3 and 4 Platoons.—Friday, March 8th.

Nos. 7 and 8 Platoons.—Tuesday, March 12th.

Nos. 5 and 6 Platoons Thursday, March 14th.

Men on duty and therefore unable to attend with their respective units will attend instead on Friday, March 15th.

BAND.

Practices will take place at 6 p.m., on Tuesday, March 12th; Friday, March 15th; Tuesday, March 19th; and Friday, March 22nd.

The Clerical Class will take place on Wednesday, March 13th and 20th.

ENTRY TO BILLIARD HANDICAP COMPETITION.

Entry to Billiard Handicap competition will be closed on Monday next, the 11th inst. Intending competitors who have not done so will please send in their names together with the entrance fee, \$1, to Staff Inspector Arculli on or before this date.

By Order,
T. Hovan,
A.S.P. (R.) and Adjutant.
March 7th.

POSITION OF BAR ISLAND LIGHT ALTERED.

Notice is given that the mast from which Bar Island Light is exhibited has been moved to a position bearing S. 81° E. distant 100 feet from the position formerly occupied. The Light-keeper has been moved to a position immediately riverward of the mast. The characteristic of the light, the colour of the hut, etc., are as heretofore.

chess boards, tables for games, library, and reading-room keep him busy, and the course, stimulating lectures, moving pictures, educational classes, and debating societies provide him with recreational and mental employment. The far deeper moral and spiritual needs of the soldier are also met. As the evening draws to a close, one sees the secretary in his military uniform stand up on the table; hats are off and heads are bowed at the call for evening prayers, which are held here every night.

Let us try to grasp the colossal facts of the present war. Since the beginning of the conflict there has been a daily attrition of more than 25,000 in killed, wounded or prisoners every twenty-four hours. This does not include those who have perished in the devastated nations. Not less than 6,000,000 men are now in the military prisons of Europe, some of whom have undergone great suffering, both physical and mental. More than 5,000,000 have been wounded to-day in the military hospitals, not to speak of several times that number who have been patched up and sent back into the line to face, death again. Nearly 6,000,000 men have been killed. Less than 5,500,000 were killed in the twenty greatest wars of the last century and a quarter, all combined. Already the cost of the war has mounted to over \$100,000,000 gold a day, more than \$100,000 every minute of the twelve hours that the sun shines upon us. The cost of less than one month of the present war would equal that of the entire Franco-Prussian War of 1870. Another month would pay for the whole Russo-Japanese War; twelve days would pay for the Boer War, while the cost for three days would dig the Panama Canal. Professor Gilbert Murray, of Oxford, writes thus of the sacrifice of the men for us:—"As for me personally, there is one thought that is always with me—the thought that other men are dying for me, better men, younger, with more hope in their lives, many of whom I have taught and loved. The orthodox Christian will be familiar with the thought of One who loved you dying for you. I would like to say that now I seem to be familiar with the feeling that something innocent, something great, something that loved me, is dying, and is dying daily for me. That is the sort of community we now are—a community in which one man dies for his brother." (Loud and prolonged applause.)

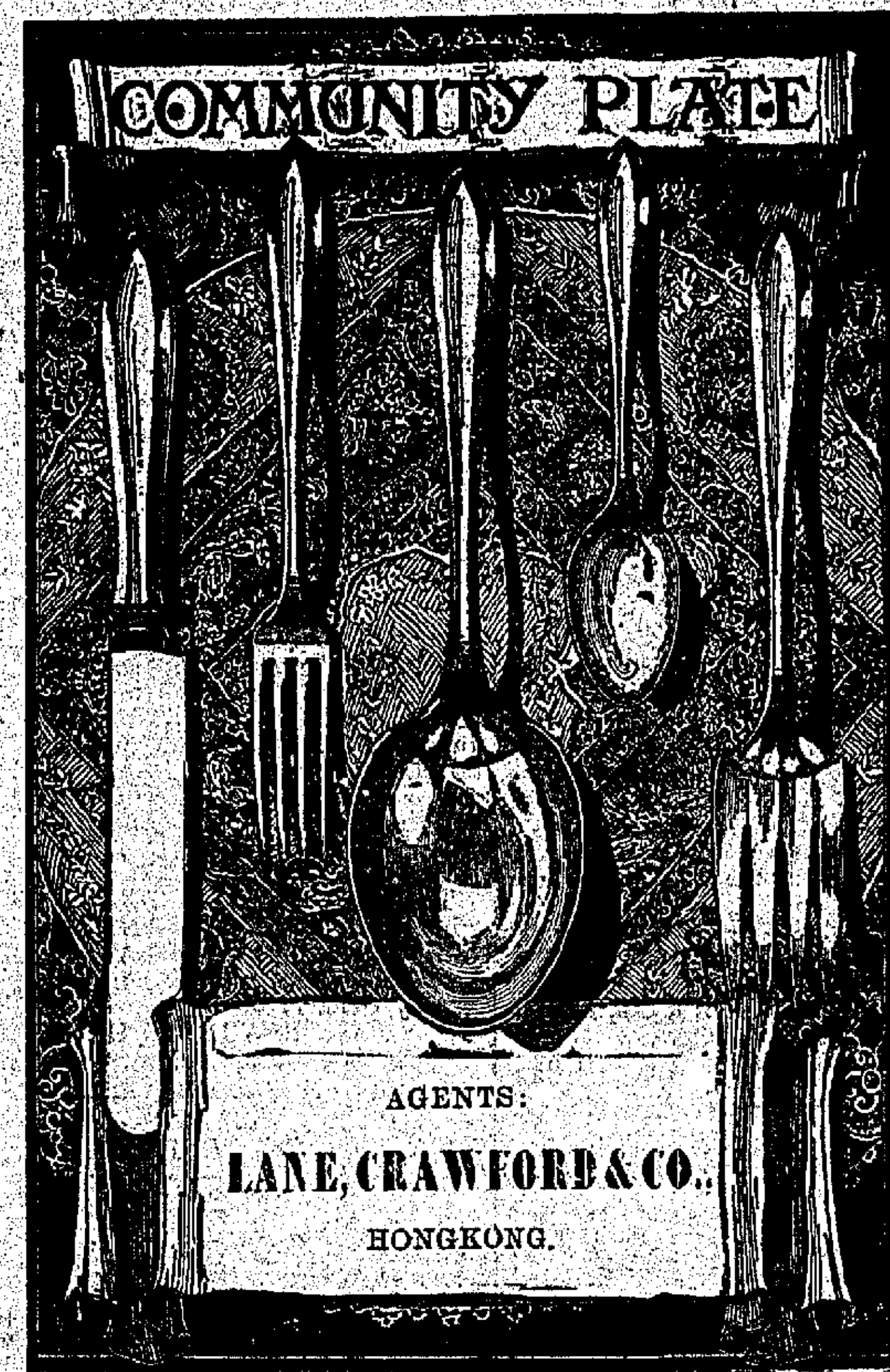
At the conclusion of the lecture, His Excellency proposed a vote of thanks to Dr. Eddy. In doing so he said:—"General, we have listened with admiration to the most eloquent lecture of Dr. Eddy. His burning words have made us realize the splendid work that the Y.M.C.A. is doing and will continue to do in the near future in France and elsewhere where this terrible war is being waged. I think we, one and all, realize that now that the British Empire and the United States—representing the Anglo-Saxon race—stand shoulder to shoulder in this fight we can confidently and patiently look forward to a triumphant end. (Applause.) I thank you, Dr. Eddy, in the name of the meeting, for your splendid lecture, and I call upon those present to give cheers in the British way, taking the time from me."

This was done and the meeting closed.

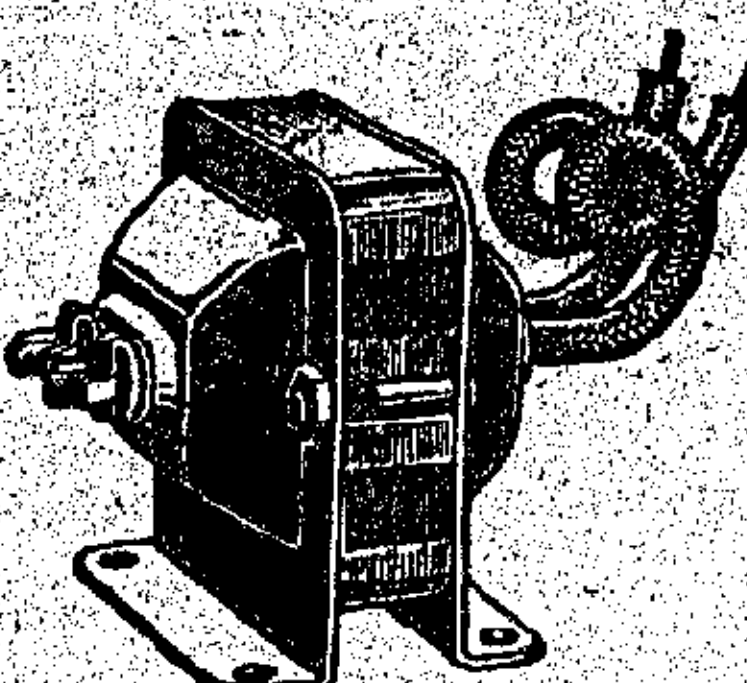
Other Local News will be found on Page 2.

INTIMATIONS

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THE WAR.

THE SUBMARINE MENACE. FIRST LORD'S APPEAL TO SHIPMASTERS.

MERCANTILE CRUISER TORPEDOED IN THE IRISH CHANNEL.

CENTRAL POWERS AND ROUMANIA. PRELIMINARY PEACE TREATY SIGNED.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ROUMANIA, CENTRAL POWERS AND GERMANY.

NEGOTIATIONS TO COMMENCE IMMEDIATELY.

LONDON, March 6th.

A wireless German official message states:—Peace negotiations with Roumania commence immediately.

PRELIMINARY TREATY SIGNED.

AMSTERDAM, March 6th.

A telegram from Bukharest states that Roumania and the Central Powers signed a preliminary peace treaty last night.

EARLIER CABLES.

CONDITIONS ACCEPTED BY ROUMANIA.

AMSTERDAM, March 6th.

A message from Sofia states that M. Tontcheff, the Bulgarian Peace Delegate, who has returned from Bukharest for instructions as regards the new questions that have arisen, stated in the Sobranje that the conditions which the Roumanians had accepted included the cession of the Dobruja and the readjustment of the frontier between Hungary and Roumania, and also economic concessions. Roumania had been informed that she must sign by March 6th a preliminary treaty embodying the aforementioned terms, upon which the negotiations would be resumed with a view to the conclusion of a final peace.

LATEST CABLES.

THE RUSSO-GERMAN PEACE.

VARIED EXPRESSIONS OF OPINION.

AMSTERDAM, March 6th.

The conclusion of peace with Russia has evoked no particular excitement in Berlin and elsewhere.

The German and Press comments so far are in nowise unanimously jubilant.

The *Norddeutsche Allgemeine* thinks the most significant feature of the Treaty is the evidence that Germany, by her concessions, worked only for peace by understanding and conciliation.

The *Vorwaerts* calls upon the German Socialists to take up the fight and prevent the new neighbouring States from being treated as subjugated.

The *Muenchenerpost*, on the contrary, declares that the proposals must be materially altered at a general conclusion of peace.

This also is the view of the Dutch Press, the *Catholie Tyd* remarking that the Treaty testifies the German bad faith.

The Vienna Press rejoices in a new era in Europe and considers it a most important feature that there is no common Austro-Russian frontier.

The Paris *Temps* says it is the duty of the Allies to declare the Treaty null and void.

PETROGRAD, March 6th.

The Government Press declares peace was signed in order give the Revolution a respite for a re-assembly of fresh forces to fight imperialism.

It is announced that a Supreme Military Council of Defence has been formed, and a decree orders the arming of the entire people.

AFFAIRS IN RUSSIA.

RUSSO-AUSTRO-GERMAN FIGHT- ING CONTINUES.

LONDON, March 6th.

A wireless Russian report states:—General Krylenko has sent a message to the Austro-German Army Chiefs complaining that the troops are still fighting at Jamburg, Orsha and Komelbriensk, and enquiring whether a cessation of hostilities has been ordered.

BRITISH INTERESTS.

LONDON, March 6th.

The *Times* Correspondent at Petrograd states that the Dutch Legation takes charge of British interests.

STRANDED FOREIGN REFUGEES.

Fifteen hundred foreign refugees, including many English, are stranded at Petrozavodsk, Lake Onega, en route to the Murman Coast, as the Finland route is closed.

FAMINE IN THE CAPITAL.

The food scarcity at Petrograd now amounts to a famine. Two-thirds of the shops are closed.

EVACUATION OF CAPITAL.

PETROGRAD, March 6th.

Apparently the Government has resolved to evacuate Petrograd and establish State institutions at Moscow, Nijni-Novgorod and at Kazan.

The Foreign Affairs and Roads Ministries are already leaving.

The population is also hastily departing by road in all sorts of vehicles.

MEETING OF SHIPPING FEDERATION.

LONDON, March 6th.

At a meeting of the Shipping Federation, Lord Inchcape said the people did not realise the rate at which our tonnage was being sunk.

Sir John Ellerman said the whole output of ships since the war had not replaced the losses.

NEWSPAPER PROPRIETORS AS MINISTERS.

LONDON, March 6th.

The *Morning Post* states that Mr. Lloyd George lengthily privately addressed the Unionist War Committee last night in defence of his appointment of newspaper proprietors to ministerial posts.

The committee heartily passed a vote of thanks to the Premier.

AMERICA AND THE WAR.

WASHINGTON, March 6th.

President Wilson has requested legislative authority to take over the Hamburg-America and North-German Lloyd wharves at Hoboken.

A NECESSARY PRECAUTION.

NEW YORK, March 6th.

The War Department has decided that officers and men of enemy nationality in the American army will not be permitted to serve on the battle-fronts.

BRITISH TRADE COM- MISSIONERS.

LONDON, March 6th.

In the House of Commons, Mr. Steel Maitland stated that the Government was considering the question of creating a fourth Trade Commissioner in Canada, also the appointment of a Trade Commissioner in East Africa, and one in one of the other Crown Colonies or Protectorates.

GERMANS LAND ON AALAND ISLANDS.

LONDON, March 6th.

A wireless German official report states:—In pursuance with Finland's request for assistance, German troops have been landed on the Aaland Islands.

THE GRAVEL AND SAND DISPUTE.

THE HAGUE, March 6th.

The Foreign Office announces that Germany has refused to permit the proposed commission of experts to investigate the sand question to enter Belgium, "under the present circumstances," but agrees provisionally to refrain from sending materials through Holland.

KAISER'S GRATITUDE.

AMSTERDAM, March 6th.

The Kaiser has telegraphed to the King of Saxony, expressing his "deepest satisfaction and gratitude towards God and the army which extorted peace from Russia."

BRITISH SHIPPING.

LONDON, March 6th.

The Admiralty reports the arrivals for the week as 2,015, and the sailings 2,300. Twelve vessels over and six under 1,000 tons were sunk, and six were unsuccessfully attacked.

SIBERIAN SITUATION.

CHINA FULLY CO-OPERATING.

LONDON, March 6th.

The *Daily Mail's* Tientsin Correspondent states:—The Chinese Cabinet has decided upon the fullest co-operation with Japan, and is sending Delegates to Japan to consult the military authorities.

Disturbing reports have been received from the border provinces of the activities of German intriguers.

EARLIER CABLES.

AMERICA AGREES WITH ALLIES.

NEW YORK, March 6th.

The Associated Press at Washington states that the United States agrees with Japan, Great Britain, and the other Allies regarding the principle of action in Siberia, but the details remain to be worked out.

PLACES UNDER BOLSHEVIKS' CONTROL.

TOKIO, March 6th.

It is credibly reported that Blagovest, chensk, Irkutsk, Khabarovsk and Omsk are now completely in the hands of the Bolsheviks.

AMERICA AND THE WAR.

WAR EXPENDITURE.

WASHINGTON, March 6th.

The United States' cost of the war during the past ten months was \$7,100,000,000, over half of which was lent to the Allies.

The war expenditure is increasing at the rate of over \$100,000,000 monthly, but is still below the official estimates.

DEPORTATION OF ALIENS ORDERED.

The Secretary of Labour has ordered the arrest and deportation of all aliens proved to have been spreading sabotage and anarchy on the Pacific Coast and the North-West, whether they are members of the Industrial Workers of the World organisation or not.

DEATH OF A GREAT IRISHMAN.

DEATH DUE TO OPERATION AND
HEART-FAILURE.

LONDON, March 6th.

Mr. John Redmond is dead.

Mr. John Redmond died from the effects of a severe operation, owing to an intestinal obstruction. His condition improved, but heart-failure supervened.

[The deceased was born at Waterford in 1851, and was the son of the late Mr. W. A. Redmond, M.P. for Ballinacorney. Educated at Trinity College, Dublin, he later entered the Civil Service. At the age of 30 he was elected a Member of Parliament for New Ross, as a Nationalist, and from 1885 to 1891 sat for North Wexford. He was called to the English Bar in 1894 and to the Irish Bar in the following year. He was chosen chairman of the United Irish Party in 1900, in which capacity he acted till his death. He enjoyed the reputation of being one of the finest orators of his time. The death of the front recently of his brother, Major William Redmond, M.P., was a great blow to the deceased gentleman.]

THE SUBMARINE MENACE. MEDITERRANEAN REGARDED BY U-BOATS AS A "REST CURE."

LONDON, March 6th.

In the concluding portion of the speech with which he introduced the Naval Estimates into the House of Commons, Sir Eric Geddes, First Lord of the Admiralty, reiterated his former statement that the submarine menace was "held but not yet mastered." Submarines were being destroyed in increasing numbers, and he was confident that the destruction would continue to increase. He knew that the German submarine crews were becoming growingly reluctant to put to sea, especially those operating in the North Sea, North Atlantic, and the Channel. The chances of submarines in those waters returning home were about one in four, and recently the British and American naval forces had been sinking submarines in Home waters as fast as they were being built.

Great Britain and her Allies were now able to devote more attention to the Mediterranean, which had been regarded by the North Sea submarine commanders as "a rest cure." (Cheers.)

The enemy continued increasingly to exaggerate the tonnage sunk in order to harrow the people.

The losses of convoyed ships continued to be low. The enemy was often assisted by insufficient precautions as regards lights on ships. Absolutely complete darkness was essential for protection.

Sir Eric Geddes added that the submarines were increasingly operating inshore, thus giving increasing opportunities to patrol craft and air craft to attack them, and enabling a greater amount of salvage to be performed.

Sir Eric concluded by paying a warm tribute to the Navy and Mercantile Marine, especially the destroyers and escorting craft. The Navy, he declared, was indeed the shield of the Allies. (Cheers.)

THE IMPERATIVE NEED OF DARKENING SHIPS.

The following is an amplification of Sir Eric Geddes' appeal as regards the darkening of ships:—

I am very seriously concerned at the increasing number of vessels lost at night-time, which is often due to negligence. Unless all navigation lights are screened or extinguished darkness did not afford any protection. The slightest visible light is an excellent target, enabling the invisible submarine to secure a good attacking position. Our own submarine commanders are constantly reporting seeing our steamers at night-time with brilliant lights. Another report showed that during one hour only one out of eight ships were properly darkened. The lights of the other seven were visible at from four to ten miles. Therefore, he appealed to shipmasters and the Press to give prominence to the following points:—Obey instructions, keep a good look-out, and thoroughly darken the ship.

Mr. Aquith, following Sir Eric Geddes, regretted that the First Lord had not indicated the extent of our mercantile losses and the extent of the measures taken to make good those losses. He deplored the recent decline in monthly construction and strongly urged Ministers, in their several degrees of responsibility, to concentrate with all their energy upon the problem of securing more ships.

PERPLEXITY REMOVED.

LONDON, March 6th.

The statement regarding the sinking of submarines in Sir Eric Geddes' speech has caused perplexity in the House of Commons.

Sir Eric Geddes subsequently privately explained that what he intended to convey was that one submarine in every four or five operating in Home waters failed to return to Germany.

EFFECTIVE MEASURES TAKEN IN IRELAND.

LONDON, March 6th.

In the House of Commons, Mr. Bonar Law stated that the Government had been informed that the measures taken in Ireland were having the desired result. Mr. Bonar Law also stated that the deliberations of the Irish Convention were not ended.

STANDARD SHIPS.

LONDON, March 6th.

In the House of Commons, Sir Leo Chiozza Money stated that 17 standard ships, with a tonnage of 88,000, had been built up to February 28th.

Dr. Macnamara stated that 707 ships damaged by the enemy were now being repaired.

HIS MAJESTY THE KING RECEIVES GEN. SMUTS.

LONDON, March 6th.

General Smuts had a prolonged audience of His Majesty the King at Buckingham Palace to-day.

BRITISH PRISONERS IN GERMANY.

LONDON, March 6th.

Reuter's Agency learns that fresh evidence will soon be furnished to Parliament of the recent ill-treatment accorded to the British prisoners behind the German lines, which includes underfeeding, overwork, and employment under fire.

THE CAMBRAI DISPATCH. PRESS COMMENTS.

LONDON, March 6th.

Most of the newspapers complain that Sir Douglas Haig's Cambrai despatch affords insufficient material to apportion the blame. All declare that the British gains at Cambrai were greater than the German.

The *Times* says:—We have benefited by the lesson of the success of the German counter-attack.

The *Daily News* says the responsibility cannot be visited upon Sir Douglas Haig or Sir Julian Byng.

The *Daily Chronicle* objects that nothing is said about the number of British guns and prisoners taken.

The *Morning Post* describes the battle as a great British victory, justifying the ringing of the bells.

The *Daily Mail* says the despatch shows the decisive importance of the air forces. The *Manchester Guardian* points out that the despatch does not explain why Headquarters did not expect such a big initial British success, otherwise French help could have been secured to develop it. Apparently Headquarters did not realise the vigour of the attack.

The *Westminster Gazette* says:—Cambrai would have been a great triumph had Sir Douglas Haig had sufficient forces to retrieve the situation when the Germans rallied.

THE FRENCH ARMY.

PARIS, March 6th.

The Cabinet has approved the calling up of the 1919 class.

Franco-Belgian front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

RAIDS AND REPULSE OF RAIDS.

LONDON, March 6th.

Field-Marshal Sir Douglas Haig reports:—We successfully raided eastward of Bullecourt, northward of the Scarpe, and in the neighbourhood of Lens, taking prisoners.

Our casualties were slight.

We repulsed raiders south-eastward of Gouzeourt.

GERMAN REPORT.

LONDON, March 6th.

A wireless German official report states:—Our positions on the north bank of the Yrs were subjected to violent bursts of firing.

A strong English attack at Waasten was repulsed.

EARLIER CABLES.

BRITISH REACH SECOND ENEMY LINE.

LONDON, March 6th.

Field-Marshal Sir Douglas Haig reports:—Our raid at Warneton last night met with a strong resistance. At least 40 of the enemy were killed. Nevertheless, we reached the second line and beat off two counter-attacks, inflicting further losses.

Our casualties were light.

The enemy raided two posts, at St. Quentin and Ephey. Four of our men are missing.

The enemy is firing his artillery between Flesquieres and the Scarpe.

LATEST CABLES.

FRENCH FRONT.

LIVELY ARTILLERY FIRING.

PARIS, March 6th.

A communique states there was lively artillery firing in the region of La Rompelle and in some sectors of the Vosges.

EARLIER CABLES.

VIOLENT ARTILLERY DUEL.

PARIS, March 6th.

A communique states:—There was a somewhat violent artillery duel on the right of the Meuse, especially in the region of Fosse, Wood, and in the Vosges.

There is also marked enemy artillery firing in the Vosges sector.

Naval Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

MERCANTILE CRUISER TORPEDOED.

LONDON, March 6th.

The Admiralty announces that the armed mercantile cruiser *Calgarian* was torpedoed and sunk on March 1st.

Two officers and 46 men were lost.

The *Calgarian* was a vessel of 17,000 tons, being formerly the largest Allan liner.

She was sunk off the Irish coast. Several torpedoes were fired at her. Over 300 men have been landed at Lame. The liner had a crew of 400, and 150 Naval ratings were on board.

RESCUING STEAMERS' MAGNI- FICIENT WORK.

LONDON, March 6th.

The *Calgarian* was torpedoed at four o'clock in the afternoon. The survivors state that the first torpedo did comparatively little damage; forty-five minutes later the second torpedo exploded in the engine-room, and it is feared that few there survived. Several boats were blown to atoms, but the rescuing steamers worked magnificently.

It is reported that the submarine was sunk.

THE RAIDER "SEIDLER"

LONDON, March 6th.

The *Times* Valparaiso Correspondent reports:—Fifty-eight of the crew of the raider *Seidler* have arrived at Talcahuano from Easter Island, where the vessel was wrecked.

NORWEGIAN STEAMER TORPEDOED.

SURVIVORS RESCUED BY AMERICAN DESTROYER.

LONDON, March 6th.

The captain and five of the crew of the Norwegian steamer *Hapna* have landed in Great Britain.

The vessel was torpedoed without warning and sank in a minute.

Twelve of the crew are missing.

The survivors clung to a raft all night in bitter cold. They saw eight on the other raft, all of whom died or were washed off. The survivors at daylight managed to right an upturned lifeboat, and this shelter saved them. They drifted for 50 hours before being rescued by an American destroyer.

The Germans refused to help the men who were struggling in the water after the explosion.

IRISH STEAMER TORPEDOED.

LONDON, March 6th.

The Cork steamer *Kenmare* was torpedoed. Six of the crew were rescued.

EARLIER CABLES.

GERMANY'S NAVAL ACQUISITIONS.

AMSTERDAM, March 6th.

A Berlin message states that eight old submarines and three serviceable steamers fell into German hands at Reval.

SPORT.

HOCKEY.

H.K. DEFENCE CORPS v. 83rd CO. R.G.A.

The following will represent the Defence Corps in the above League match at Happy Valley to-day, bully-off at 4.45 p.m. sharp:—E. W. Hamilton, P. H. Cobb and W. H. Edmonds; G. H. Haskett, F. W. S. Evans, G. H. Piercy, J. Stalker, F. E. Joceland, K. Brayshaw (Capt.), C. Hodgson, and H. S. Rouse.

CRICKET.

CIVIL SERVICE v. ROYAL ENGINEERS.

The following will represent the Civil Service in their home match on Saturday at 2 p.m.:—H. C. Severn, C. M. G. (Capt.), R. E. O. Bird, W. E. Dixon, C. M. W. Reynolds, J.

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His Majesty's Mail, will be despatched
from this port as usual, taking Passengers
and Cargo for the above Ports. Passengers
accommodation in the connecting vessel
secured before departure from Hongkong.
Silk and Valuable Cargo for Italy, France
and London (under arrangement) will be
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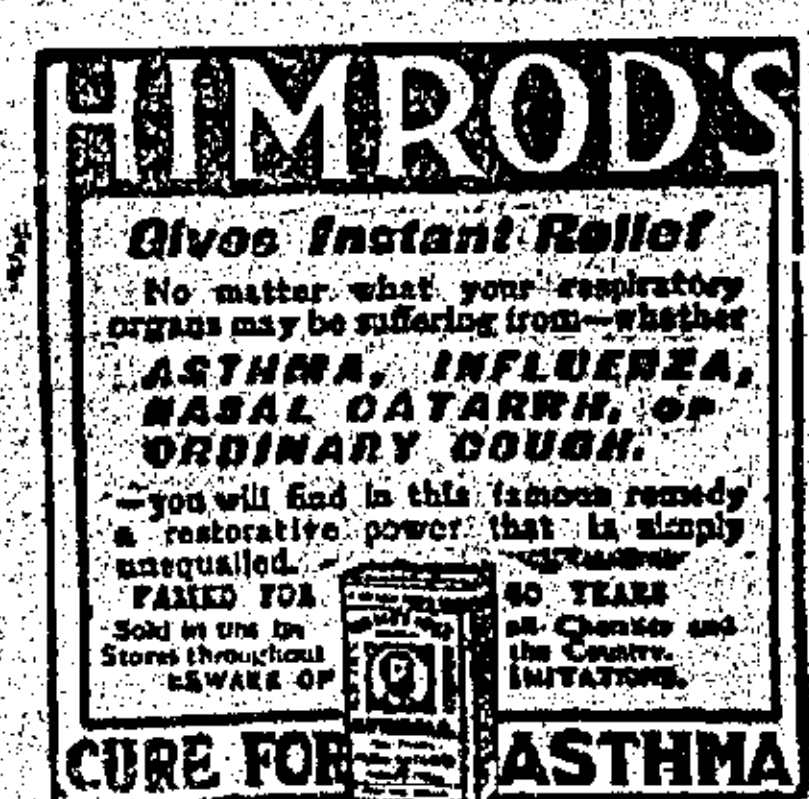
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PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, February 27th

THE FOG WITHIN.

Pessimism as a cult flourishes these days in Peking. Never was the outlook more gloomy. The differences between North and South not yet arranged. Disturbances and unrest in the North as well as the South. Military leaders conducting themselves as they see fit. The Government impotent. Such is the China of the moment.

The acting Premier has been given leave of absence, and if a suitable man can be found to take the substantive position he will retire. Nobody, however, seems to be yearning for the onerous post. The acting Premier, who is nominally acting as successor to Wang Shih-chien, declines to accept any responsibility. As Wang also declined to accept any responsibility, the country has been without a responsible Cabinet for several months. Neither has the President any authority, so that the country is in as sad a plight as ever it was.

It is difficult to say what is the position with regard to the prospect of compromise or of fighting between North and South, with the Centre, represented by the Yangtze provinces taking a strong hand in the game. The concentration of northern troops at Wuchang does suggest that the Northerners are bent upon a military venture, but it requires an exceptional acumen to see and to know that they would prefer peace to war. For one thing the leaders are not quite sure of their own men. They never know when the soldiers under them will mutiny or desert. Consequently, they hesitate to put the matter to the test. Similarly, Li Shun, the head of the Yangtze combination, is not sure of the officers and men serving under him. Were he certain that they had not been suborned he would probably try conclusions with his former colleagues of the Peiyang party. In this he would undoubtedly have the support of the South. Such a union would most certainly dominate the country and establish a more stable government than the country has known since Yuan Shih-kai's death. But this belongs to the realm of speculation. All that can safely be said is that the several parties are looking at each other from their respective defences.

THE FOG WITHOUT.

Notwithstanding the apparent state of peace, rumours of peace have been frequent during the past few days or so. In certain quarters there has been a belief, based upon knowledge of important factors, that a statement is deemed possible rather than weakened by the reports from the northern and western frontiers. These point to dangers arising from Bolshevism, Austro-German and Turkish activities. A Turkish delegation is said to have entered Chinese Turkestan with the object of stirring up a revolution among the Mohammedans. German and Austrians also, are busy in this region. Manchuria is not free from their influence. These dangers from without may, it is felt, induce the contending parties to compose their differences. An appeal to the patriotism of all should not be made in vain at this time, and it is greatly to be hoped that, in the interests of the many nations who are banded together to combat German militarism, the Chinese will sink their differences and work together for the common good.

It must be conceded that the problem of Siberia becomes more acute with the final collapse of Russia. Once again it is possible for Germany to disturb the peace of the Far East, and much against their inclinations, both China and Japan will no doubt be forced to intervene in Siberia. Their own interests will demand such action. The Cabinet has come to the decision to dispatch an army of 20,000 to Manchuria, the frontier station of Manchuria, on the Chinese Eastern Railway. This army will act in conjunction with an expedition sent by Japan, who will furnish the necessary finance and ammunition for this expedition. Truly, this was the brought about strange combinations. Chinese and Japanese banded together in opposition to German militarism may probably justify the Kaiser in his alleged dread of the "Yellow Peril."

Notwithstanding the indecision which has characterised the Government, the President has at length promulgated the regulations for the War Participation Bureau. Tian Chi-jui has, consequently, been encouraged to enter upon his duties as Director of this Bureau, which is charged with raising an army to send to Europe. If events develop in Siberia, these trained Chinese troops may be called upon to play a part in Asia itself and to fight for the Allies just as much as if they were in France. Needless to say, all kinds of diplomatic problems will arise, but war may supply a solution which could not be found by diplomats. No one knows what a day may bring forth. Big events are pending.

WIRELESS.

Much interest has been aroused by the announcement that the Peking Government has signed an agreement with the Mitsui Company for wireless installations throughout China. No details have been given by the Ministry of Navy. The Japanese Legation is equally reticent. A few months ago a Danish firm obtained a contract for wireless installation, but protests were lodged by the British, who referred to the Marconi contract, and also by the Japanese. Now the contract has been awarded to a Japanese firm. Questions suggest themselves, but it will be discreet not to ask them at present.

FIGHTING PLAGUE.

The confidence in the plague prevention measures carried out by the Chinese authorities was somewhat shaken a few days ago by the report that the plague had appeared as far distant as Pengpu and in the capital itself, but that confidence will be restored by the knowledge

(Continued at foot of next column.)

JAPANESE SHIPPING
PROSPERITY.

The financial results achieved by the Nippon Yusen Kaisha during the last half-year are very remarkable. For the six months ended September 30th, 1917, the profits of this company amounted (taking the yen at 2s.) to £470,878. Since then they have risen progressively in the corresponding periods of 1915, 1916, and 1917 to £889,324, £1,977,584, and £3,147,920 respectively. For the same periods the total dividend distributions have risen from 10 per cent to 15 per cent, to 25 per cent, and now to 50 per cent. The profits for the last half-year, the placing of £1,997,008 to various reserve and dividend equalization funds and £25,000 as a special fund for the training, protection, and encouragement of seamen. The sum of £31,000 is allowed as the directors' and auditors' fees, and £100,000 as a special grant to be carried forward.

At the same time, the directors propose that the share capital of the company be increased from £4,400,000 to £10,000,000 by the issue of 1,120,000 shares of £5 each. No official announcement has yet appeared as to the terms on which this issue of £5,600,000 will be made, but when the share capital of the company is increased from £4,400,000 to £10,000,000, the company will be able to issue £5,600,000 of new shares, and it may be assumed that the new terms will also be so. According to the *Japan Weekly Mail*, the reason for this increase of capital is said to be the world-wide competition which is expected to occur after the war. It is also proposed that the company provide for the construction of 50 vessels, mainly cargo steamers, representing about 400,000 tons, and also for an extension of the European and American passenger services. The latter plan is said to be based on a permanent subsidy from the Japanese Government, while the Nippon Yusen Kaisha authorities are credited with intention of operating passenger steamers superior to any maintained by the Japanese Government before the war. It is worth recalling that the Nippon Yusen Kaisha is known to have received six cargo steamers of 10,500 tons in the latter half of 1914, which was a piece of good fortune; orders were then placed for a further six steamers of similar size. The value of 123,000 tons of shipping of this period of high freightage has not had to hand over the company has not had to hand over the greater part of its excess earnings to the Government, as has been the case with the British lines, which, with their profits controlled and their business restricted, are in a less fortunate position.—Times.

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Hongkong, 7th March, 1918.

that a number of the places visited by the pest are now free from it, or practically so. Pengpu, according to the report of Dr. Cochran, has no further cases of plague. Peking is just as happily situated. The two contacts are said to be doing well. The authorities for several weeks past have had huts erected within the enclosure of the Temple of Heaven for isolation purposes and also outside Heichihmen, while other arrangements have been elaborated which would prevent the epidemic spreading in this city. Tsinan, in which it was reported that plague had appeared, is believed to be clear. At any rate this will be definitely ascertained by Dr. Cochran, who has proceeded thither from Pengpu. Pengpu has had no deaths for five days, and it is reasonable to hope that this sorely tried city is also free. The fifth city to be recorded as free, or nearly so, is Tingchow, on the Peking-Hankow Railway. This recital of facts ought to justify a belief in the efficiency of the precautions taken by the responsible authorities.

Regarding the Pengpu outbreak, it is interesting to learn that the child accompanying the soldier who is supposed to have travelled from Kaigan to Pengpu did not die in the train, but in a cart north of Peking. This proves that the man did not travel by rail, as had been suspected.

The requisite quarantine stations having been established on the Peking-Suiyuan Railway, the line will be reopened as soon as regulations are drawn up. Dr. Dilley has expressed the opinion that railway traffic might be resumed from Pengpu on February 26th, but the authorities will probably re-open at first only the section between Kaigan and Peking.

Burgess-General Chan has appealed for additional assistance, and the appeal has been responded to by over one hundred teachers and students from the Army Medical College.

KHAKI COLLEGE.

CANADIAN SOLDIER-STUDENTS.

A CAMP UNIVERSITY.

A school of universal civil learning within an Army Command—such is "Khaki College," which within the last three or four months has taken form and substance at Witley Camp, in Surrey, the headquarters of a Division of the Canadian Army. With its Chancellor, its Senate, its professorial staff, its faculties, its "Bodleian," its class-rooms, its large number of enrolled students, it is indeed a veritable university in an army. One does not care in writing of Khaki College, to insist too strongly upon its aspect as a university, without directing attention to the somewhat different idea conveyed by the word "university" to the Overseas as distinguished from the purely British type of mind. In the Dominion all education has a definite and practical aim—to prepare men and women to earn their livings in the world efficiently. Khaki College is the expression of the spirit and ideal of a young and vigorous Overseas nation; and its most important aim is to help young soldiers, whose studies may have been interrupted by the war, still to equip themselves for the return to civil life and their national ideals.

Khaki College came about almost by accident. At a camp there is little for the men to do in the evenings, and those responsible for providing healthy recreation for the Canadian soldiers who are at a high average standard of education and intelligence, organized regular meetings of men under a tree in the "Pine Grove" to discuss questions of academic and practical interest, and to listen to lectures by the more learned men in the Command.

There is a parallel here with the early beginnings of the ancient Greek schools of philosophy. Soon a demand arose for regular classes in all kinds of subjects, and the world's authorities, and especially the Chaplains' Department of the Canadian Army, realizing the movement's vast possibilities for good, decided to organize Khaki College. The idea spread to other Canadian camps in England, and, with the approval and assistance of the High Canadian Command, even to France, where there is an established "The University of Vimy Ridge." Thus in the very field of battle the interests and claims of civil learning hold their own.

VIMY RIDGE UNIVERSITY.

The teaching staffs are recruited from within the Canadian Army, and consist of distinguished university professors and others. The courses of lectures cover classics, history, modern languages, and literature, mathematics and sciences, business and agriculture, and the Senate is prepared to establish classes in any subject whatever, for which there is sufficient demand. The lectures are up to university standards, and students from the Canadian universities serving in the Army will have their Khaki College work "credited" by their alma matres.

If you ask prominent Canadian officers connected with the movement, to explain to you their own conception of its significance, they will tell you that the Canadian soldier is the best soldier in the world, because of his higher intelligence and of his higher education, and that these very qualities, which make for his military success, are the qualities which have created his national greatness. This war has taught one lesson more important than any other, it is that efficiency in national life depends upon high and widespread education, and this factor, after the war, will determine the pre-eminence of nationality. They say that thousands upon thousands of young Canadians, by entering the Army, have temporarily interrupted those courses of study which their national aspirations have led them to start. Khaki College will minimize the handicap which military service would otherwise place upon intellectual efficiency when the war is over. The Canadian Army is not a professional army, it is an army of citizens, and it always has one eye on civil life. Moreover, when demobilization sets in, some time must elapse before the Canadian soldiers then in England can be re-patriated. Their return to civil life will prevent them from degenerating into vicious habits of idleness apt to ensue from a prolonged life in the base camps.

VIMY RIDGE UNIVERSITY.

It is, indeed, this aspect of the movement which first appealed with especial force to the High Canadian Command, and it is to anticipate the period of demobilization that the High Command has encouraged the establishment at the front of the University of Vimy Ridge. That institution is, indeed, established on a basis quite as elaborate as the parent institution. It, also, has its Chancellor, its President, its Senate, its professorial staff, its faculties, its brigade schools, and so forth, and some idea of the scope of the work is afforded by the long list of lectures on history, and economics, applied sciences, languages, and literature, agriculture, and business, as set forth in the University Calendar. Especially interesting is the course of lectures on the problems of reconstruction, a course whose character reminds one of University Extension lectures. This particular course includes lectures on the new order, the demand for social and political significance of "scraping of paper," the economic resources of the Empire, the Canada of to-day and to-morrow, the agriculture of France, the reorganization of industry and commerce, the conservation of national resources, sanitation and public health, the future of aviation and transportation, and so forth.

But leaving Vimy Ridge and returning to the principal English centre, it is interesting to note the number of students enrolled in various classes. There are 200 studying scientific agriculture, and 200 taking the business course. The agricultural course includes lectures on animal husbandry, field husbandry, horticulture, farm bookkeeping, and arithmetic, and English. The business course includes shorthand, bookkeeping, penmanship, arithmetic, typewriting, English, commerce.

(Continued at foot of next column.)

THE ADVENTURE OF
SHOPPING.

[BY CICELY FORD.]

Once upon a time tradesmen used to call to solicit orders. That was before the war. In those days shopping is a wild adventure. No ringing up on the telephone, with a suave and obsequious shopman at the other end, waiting and willing to deliver anything you like to order. Instead you must be willing to buy anything he will consent to sell.

I set off on my daily quest armed with a basket, a limited supply of cash, and unlimited hope. My first visit is to the dairy. I am confronted with a card bearing the ominous words "No butter." At one time I should have turned sorrowfully away. I know better now. I inquire if I may have a quarter of a pound to-morrow; at the same time craning my neck as far as my length will permit to see if there are any loaf-pounds or quarters stowed away under the counter. It is a very hazy shopkeeper who will continue to assert that he has no butter when you see that he has (though I have known it done). Several paper bags containing something suspiciously like butter attract my attention, and I renew my supplications. A whispered colloquy ensues with the manager. Then, to my delight, a small pat is pushed towards me, with the remark that "Mrs. So-and-so had not called for her share yesterday." I find it difficult to believe such a statement; but I go out in triumph with the butter.

Quite elated with my success, I next visit a grocer. He is a morose sort of man, and I realize instinctively that it will be no use talking about the war as a means of making him forget the tea and sugar shortage. A timid request for tea meets with a flat refusal. "No tea," I reflect that I may as well be hung for a sheep as a lamb, and in a casual tone as I can command ask for half a pound of sugar. He glances at me incredulously. Resolved to brazen it out, I repeat my request. A satirical shake of the head, implying "No, you don't," is all I can get out of him. To coax sugar out of this kind of shopman is a feat well-nigh impossible, but one I am bent on achieving.

While the things I have bought are being parcelled I stroll down to the bottom of the shop, where a door leading into an inner room is open. Just round the corner is a box of cube sugar! The situation is difficult and delicate; but the emergency can be met. Pointing to the box, I remark: "You have a little sugar, I see." (The box is big, and it is full.) "Do try to spare me half a pound." A murmur about "not having enough to go round his regular customers" leaves me quite unmoved, and I remain obstinately, with my purse open, waiting for the sugar before I pay the bill. I get it!

Many grocers have formed an unpleasant habit of asking you where you have "registered" for your sugar supply. The question is asked in a tone that implies "I know you haven't registered here." But shopkeepers who are difficult to manage in the matter of sugar will sometimes permit you to buy tea, and sometimes milk in these days. When your spirits are sunk to zero, and your shopping ardour is completely damped, you sometimes get the shock of a glad surprise. You may have been seeking jam for weeks or months, as the case may be, when quite unexpectedly you come across a shop where you find a whole row of neatly-labelled jars.

Things are taking quite a Gilbertian turn. Luxuries are to be had more easily than necessities. Bacon is as expensive as fresh-caught salmon was in the old days. Cheese, butter, tea, and sugar are all "controlled"—with the usual result.

I have spent the morning enjoying, persuading, appealing; with the net gain of a quarter of a pound of butter, half a pound of sugar, and two ounces of tea. One bag of controlled coal-dust (I had ordered half a ton of the best house coal) is to follow.

The wonders wrought by Aladdin and his lamp charmed me in childhood. To-day I find them pale by comparison with my adventures among the shops. —Daily News.

cial history, commercial geography, commercial law, economics, and special lectures on seamanship and insurance. There are 150 students of history, 125 of English, 75 of the classics, 100 of French, 50 of mathematics, and smaller numbers in other courses. Although Khaki College has only been in existence for some four months, examinations in all the faculties have already been held, and some 300 students took the papers. The results have not yet been published, but the papers set are of a high order and fully up to matriculation standard. The College, as already indicated, has its Bodleian Library, housed in a large hut furnished for quiet study and research. The reference library already comprises some 500 carefully chosen volumes, which have been presented by the Canadian Y.M.C.A., and there is also a department where the recommended text-books are on sale. Several huts have been set aside for use as class and lecture rooms. The whole movement is purely voluntary, and no fees are charged to the students, beyond a registration fee of 1s., which enables the student to attend any courses of lectures he may select.

It is not desirable to go into further detail. Enough has been written to furnish an idea of the vast possibilities for good which this movement presents. The seed has been sown in fertile ground, and the demand amongst soldiers to be enrolled as students in one or other of the faculties of the college is so great as temporarily to exceed the accommodation available, but this is a difficulty which with the good will of the Canadian High Command will very shortly be overcome. The Canadian Army has won imperishable renown for itself by its deeds in the field; but as the pioneer of this new and admirable movement, it points a way which other armies might follow to their own advantage.—Times.

AMERICA'S AID IN THE WAR.
EXAGGERATED ESTIMATES.

(By J. H. H. H.)

When the history of this war comes to be written, tribute will be paid to the splendid spirit in which the American people threw themselves into the struggle being waged at a distance of from 3,000 to 6,000 miles from their homes. American troops are rising to the full height of the standard of President Wilson set them in his war address to Congress, on April 2nd of last year. What has America done, and what is she doing?

Those are questions of importance, because there is a widespread misconception as to the character and extent of the aid which the Americans are rendering now, and will render in the immediate future. Most people think of the United States in terms of soldiers and ships—ships of war and ships of commerce—and ignore the aid which is already being given in the purely economic field. The Treasury has been practically thrown open to the Allies, which have received hundreds of millions sterling from Washington. Under the far-sighted administration of Mr. Hoover, who distinguished himself in connection with the Belgian relief, the American population is submitting to economic privation in order that more food may be available for use in Europe. In those respects the United States is performing miracles. The Americans have also made an indirect contribution to the Allies' food supplies by despatching destroyers for duty in European waters, in particular to escort food ships. The importance of that aid will be realized more fully when the war is over, and its secrets can be revealed.

EQUIPMENT OF THE TROOPS

What shall be said of America's aid in the matter of troops and merchant ships? In those respects the outlook is not so cheerful as is admitted on the other side of the Atlantic. It is true that a considerable force is in France already, and a large army is in training—altogether about 1,100,000 men. When the United States intervened she possessed a far smaller regular army than we had in 1914. She had no reserves of any size, and there was no military situation in our case, and she had no Officers' Training Corps. These candid statements enable us to appreciate the real worth of the American military effort. Under the pressure of war the men have been obtained, but can they be equipped? As Mr. Winston Churchill has recently said, "by drawing on our resources to such a great extent, we have found ourselves in a position to equip several hundred thousand American troops to the last detail of military outfit, if it were possible by any shipping arrangements to bring them to the seat of war." That is, in fact, what we have to do to doing to the failure of American policy in that respect, and gladly we shall do it.

The Senate has recently been holding an investigation into the work of the Ordnance Bureau of the Army, and the official admissions published on the other side of the Atlantic should be known here in order that we may follow intelligently the future course of events. The following is a summary of the evidence:

(a) The Ordnance Department has not furnished a single piece of artillery to the American forces at the front.

(b) The armies now in camp in the United States are without artillery, and will not get it before next summer.

(c) Field artillery for the American Expeditionary Force in France is being furnished by France.

(d) The United States have to-day practically no heavy artillery in the war of batteries—essential for an effective offensive on the Western front.

(e) Although the British armies, after three years' experience with the American Lewis gun, have over 90,000 of them in service, the Americans have been experimenting with a new gun (Brownings) which has never been tested in the field, but has been hurriedly accepted by the Ordnance officials.

(f) After adopting the Enfield rifle, for the manufacture of which in large quantities American factories were well equipped, as they had turned out several thousand a day for the British Army, the department incurred many months' delay by re-chambering these weapons to suit American ammunition. The delay will make it impossible to furnish the troops with the new Enfield until they are due to start for Europe.

That statement represents the situation to-day as far as the American army is concerned. When Congress declared for war, American arms were supplying the Allies with munitions in vast quantities. It would have been a simple matter, and would have promoted interchange of equipment, if they had been permitted to "carry on," furnishing the American troops with the types of heavy artillery, howitzers, machine guns, rifles, etc., which had already been tested under severe service conditions. Time was the essence of the matter, particularly as it takes longer to equip an army than to train men; nevertheless, it was determined to manufacture new armament and equipment. The result is that much delay has occurred, and the early drafts of American troops to Europe will be provided with arms and ammunition by the Allies. The matter will be adjusted later on, but in the meantime the American authorities are faced with the difficulties inseparable from so ambitious a programme.

THE SHIP PROGRAMME

The anticipations as to the output of ships this year in the United States will also not be fulfilled. Confusion is often created by the use of different terms—deadweight tons, gross tons, and net tons, or sometimes, to make confusion worse confounded, "tons" merely is the word employed. I will confine myself to net tons. In a normal year the United States built about 200,000 tons of merchant shipping. Soon after the war began, orders to the American shipbuilders, other Allied, and neutral owners were placed in American yards, the extension of which was deemed to come with the demand. Then the United States entered the arena, commandeered all tonnage in course of

AFTER-WAR SETTLEMENT.

PROGRESS OF THE WORK.

A comprehensive review of the steps that are being taken in regard to reconstruction and demobilization was given by the Minister of Reconstruction before the annual meeting held in a Grand Committee-room at the House of Commons, on January 14th. Mr. J. W. Lowther, M.P., the Speaker, was in the chair. Dr. Addison observed that one section of the Department was dealing with the question of demobilization, and another with reconstruction. Considerable and very gratifying progress had been made in that regard in the engineering industry, which was of enormous social importance because of the mass of munition workers who would be thrown out of employment at the end of the war. Labour had set up local re-settlement committees on demobilization, and he learned that over 50 per cent of the men in the Army had had their places kept open for them. Their aim was, while making sufficient allowance for married men and those who had been with the Colours for a long time, first to demobilize those who were immediately wanted and those whose places had been kept open for them. They were also trying to agree upon such matters as the introduction of improved methods of manufacture, so that the men might go back to work without any misgivings.

Steps were being taken to deal with the disposal of war stores after the war in a businesslike way in order to avoid the scandals of profit-making which had arisen over Government stores in the past. (Cheers.) Lord Salisbury was at the head of a committee which, being in touch with these projects, or whether they should be otherwise disposed of. We owed so much to our merchant seamen during the war that it was a duty to see they were more adequately protected after the war—(cheers)—so he was taking steps to ease the conditions of their work could not be easily improved when hostilities ceased. (Cheers.)

TRUSTS AND COMBINES

Information was being gathered with a view to dealing with the hundreds of thousands of civil war workers at the end of hostilities, and particularly of diverting them to industries where they were most needed. Great progress had been made with the housing scheme. Mr. Curzon, the well-known contractor, and others were going into the question of the supply of building materials, and another committee was at work on the simplification of local by-laws which obstructed building operations. A forestry programme covering a good number of years had been prepared for the consideration of the Government. Mr. Leslie Scott's Committee had drawn up their report containing recommendations for simplifying the power to acquire land for housing and forestry. Although it had been estimated that 10 per cent of demobilized soldiers would wish to settle on the land, his own view was that the proportion would be nearer 5 per cent. He had asked a number of gentlemen to advise him on the question of trusts and combines, and improved methods of production would involve a bigger conception of production, bigger organizing units, improved methods of purchase, improved marketing, and closer and more detailed attention to scientific methods. To that end they were trying to get the trades to organize themselves. In pressing for the creation of great trade organizations they ran the risk of existing prices "rising" and trusts and combines, which might seem to flourish at the expense of the consumer. Although we wanted big organizations of capital and labour, we did not want an unholy alliance—it was in the interests of trade that that should be thoroughly recognized—(cheers)—and safeguards provided. Without public confidence the movement could not live.

construction, and set up a special department to accelerate construction. At first a fleet of wooden ships was to be built, but that project had to be abandoned. Personal differences have occurred on the Shipping Board causing further delay. The Army and Navy Departments of Washington, has remarked: "The trouble with the Shipping Board from the first has been in its recklessness of promise of results, with the disappointment that must ensue from the inevitable failure to realise the programme of construction. . . . It would have been better, if it is now realised, to have placed the entire shipbuilding problem under the Navy Department, which would have been less likely to be a source of results, would have saved the great loss of time that has been wasted, and would have avoided the mistake of the wooden-ships folly."

It would therefore be foolish to "bank" on a phenomenal output of American tonnage in the immediate future, because it will not be forthcoming. The position of steel shipbuilding in the United States does not encourage the belief that anything is nearly approaching "6,000,000 tons"—the figure frequently employed—will be turned out this year. There is reason to hope that with the vessels ordered a year or more ago by us and the Allies, the American yards may in the present year complete and send to sea from 1,500,000 to 2,000,000 net tons. If the higher output is attained, all concerned will have done well, for an expansion equal to ten times that of 1913 will be an exceedingly fine one.

It is a fundamental error to exaggerate the possibilities of the future, since war is a matter of resources. We have been committing that error for three and a half years, and have paid the penalty. In this particular instance, if we continue to talk of "America's 6,000,000 tons" when the year closes there may be a tendency to suggest that the United States has failed whereas if a third of that amount of shipping is finished a good record will have been established. Last year we in these islands turned out between 1,100,000 and 1,500,000 tons. If 1918 we double that, we shall have achieved what the anticipated supply of material and labour can lead us to expect. So, if the Americans build 2,000,000 tons they will have done as well as the country which in the past has been without a rival in this sphere of industrial activity.—Daily Telegraph.

SHALL WE LET GERMANY A COMMONWEALTH OF ALL
DOWN LIGHTLY?A CRIME AGAINST GOD AND
MAN

(By T. E. GOON)

The disposition displayed in certain quarters to let Germany down lightly in the settlement of the war and against the idea of boycotting her in the coming peace, needs examination. And for this reason: our British generosity—not to say stupidity—being what it is, there is a great probability that we shall concede extremely generous terms to the enemy, and a distinct danger that in the making of the Peace Treaty and the framing of our future fiscal policy some of our vital interests will be neglected. There is grave danger, despite all that we have seen and all that we ought to have learnt, that we shall make our plans without due appreciation of German cupidity.

What is the right attitude to adopt towards Germany? Admittedly this is one of those questions that have many sides. There is something to be said for the policy of generosity—the policy of shaking hands and trying to be good friends when the fight is over. And there is something to be said for the other policy. As so much depends upon a correct decision in this case, it is not too soon to weigh up, as best we can, the facts and possibilities. To sound judgment, clear thinking is essential to sound judgment. And clear thinking depends upon full knowledge of all the material facts. What are the material facts?

The first fact, which no one will dispute, is that this war, with its colossal waste, destruction, and human suffering, is the greatest crime in the world's history. The second, but not less important fact, which will surely be acknowledged for all time by all impartial students of affairs, is that Germany planned and provoked the war. The third fact is that Germany has ruthlessly broken some of the most definite and universally acknowledged laws of warfare, as she did solemnly swear to observe. The fourth fact is that Germany has already made most elaborate plans, and has pledged her credit up to the hilt, to renew, after the war, and in a still more intensified form, the same trading methods by which she did her competitors so much harm before the war.

For these cardinal reasons Germany deserves to suffer—how much? Surely this is pre-eminently a case where the punishment should fit the crime. Yet no one proposes to treat Germany as she has treated us. It is unthinkable and impossible. If it were possible, no one would suggest the repetition of such barbarities as have characterized Germany's campaign. But when we are invited not merely to let Germany down lightly in the settlement of the war, but to resume free, unregulated commercial intercourse with her, after the war—to again open our ports, markets and coaling stations to her, free of tax or tariff—it is time to consider what such a policy might lead to. To an honest foe and a clean fighter, generosity by all means. But to the vile things called Germans—punishment and vengeance to the last degree are surely justifiable. We and our Allies in spite of all mistakes—most of them the outcome of a too generous disposition—have Germany at our mercy, and hold her destiny in our hands. Shall we peralise and punish and persecute her after the war? Or shall we forgive and forget—shall we be generous? I submit that the German character is such that it will mistake generosity for weakness.

Germany mistook our military unpreparedness for war as a sign of decadence and cowardice, and plunged Europe into bloodshed, in a mad gamble on our supposed weakness. If Germans were ordinary folk we could with satisfaction and safety treat them with ordinary, if not extraordinary, generosity. But have we not ample proof that they are the most calculatingly cruel and unscrupulous of nations? Please observe that we have been the only great nation to give Germany free ports for her ships and free markets for her goods. Before the war Germany made enormous commercial progress, largely by virtue of the freedom of markets, ports and seas, we gave her. At the pre-war rate Germany, within other twenty years, would have attained the supreme position in world commerce—thanks largely to British generosity. That Germany's progress has been arrested is due to nothing but Germany's own mad ambition and greed. We gave Germany every possible freedom. Germany owed her progress very largely to two factors—British generosity and German dishonesty.

If we, with our great markets, colonies, and coaling stations, had protected our own interests only moderately against German subsidised competition in shipping and "dumping" and German piracy of trade marks and patents, Germany would not have made half the progress she did in fact make in international commerce. Every important nation but ourselves levied tariffs on German goods, as Germany took care to levy tariffs on all foreign goods. We alone proved extremely generous to the Germans, and in return we are made the objects of their greatest hatred! It is clear, beyond question or doubt, that if the Germans could have successfully invaded this country, as they did Belgium, they would have treated us with even more fiendish ferocity and more devilish cruelty than they treated the Belgians. It is equally clear, indeed, it is the avowed and publicly proclaimed intention—that the Germans will adopt every possible means and methods after the war to undercut and "blackleg" us in international trade, as she did before the war.

In the past Germany scandalously abused the "freedom of the seas." She gave her "blacklegged" traders in the free and open markets we accorded to her, and she specially subsidised her ships, agents, and goods, with the deliberate and set intention of ruining our British industries. Germany was as unfair as a trade competitor as she is unscrupulous as a fighter. When we cut down our naval programme by nearly

A COMMONWEALTH OF ALL

THE BRITISH STATES

GENERAL PAGE CROFT'S HOPE.

The following is an extract from the introduction to a book by Brigadier-General Henry Page Croft, M.P., C.M.G., entitled "Twenty-two months under Fire."

War is one of those things the British people for nearly half a century have refused to contemplate. Preparation for war meant taxation, and how could any rising statesman, or still less any political party, advocate taxation when the light for success in the political arena depended upon which section could promise most individual gain to the individual elector?

So it was that we drove war from the ambit of our thoughts—we of the British race, who have the greatest frontiers of the world to defend, and from whom the world has most to gain.

All parties ignored the overwhelming evidence which hit us in the face from Germany. No party would listen to Lord Roberts, and none was found to defend that great man from the taunts and gibes of second-rate political adventurers. An annual expenditure on a national army of five days' cost of this war would have probably given us peace, and most certainly would have saved Belgium and deprived our enemies of that great start which they gained whilst our patriotic people—untaught, unorganised, unarmed—began to learn the business of war.

The greatest Empire the world has ever known at the striking of the decisive hour of fate could only place four divisions in the decisive theatre of war—that was the prepared effort of 400 million subjects of our King.

This is not the hour to apportion the blame, neither is it the moment to ask how it was that the guardians of this great heritage had failed, with such criminal neglect, to organize the Empire and to prepare for its defence. The time will come when these questions will be asked with some persistence. Then countless widows and orphans will demand an account of the stewardship which deceived and fooled the people, and finally plunged a nation into a war which was known to be imminent and for which no sort of preparation was made.

One fact stands out, with a clearness that must be obvious, and that is, that the present political system of the British Empire has failed, and never again can issues of peace and war, or the defence of the Empire, be left in the hands of men whose sole possession is political popularity, and who were so greatly occupied with party strife that they gambled with and risked the life of the greatest—yes, still the greatest—nation on earth. To the men of the Overseas Dominions, whom I have lived with, fought alongside of, and learnt to admire on the field of battle, even more than in the days when I endeavoured humbly to serve the Imperial ideal at home, I would add this request: Do not judge our people by our political rulers, but rather join with the people of the old country to purify a system which is at fault; rather, while our political rulers have failed, these also in the younger countries were little more successful in teaching the true path of patriotism than freedom is of more worth than wealth.

This war has found the nations of the British standing together, fighting together, dying together, and is not the great lesson which it teaches and which the ages can never dim, first, that scattered as we are, we can still claim similar qualities of steadfastness of purpose, courage against all odds, greatness in adversity, and humility in our hours of victory; and, second, that severally we could not have lasted the course, but together we shall win through! The States of the Empire are essential to the other, and henceforth we, who have all to gain and the hand clasp of fraternity will do well to enter a Commonwealth in which we shall find our League of Peace, a Commonwealth of all the British States.

In the hope and belief that out of the blinding dust and shattered wreckage of this war will come so great a good, I dedicate this little book of impressions to my comrades in the battle-field.

GENERAL SIR W. ROBERTSON AND
THE Y.M.C.A.

General Sir William Robertson, writing with respect to the National Appeal now being made by the Young Men's Christian Association for one million pounds sterling, says: "I wish you well in the enterprise you are undertaking to pay off the overdraft, and to enable the Y.M.C.A. to maintain and extend their great chain of Huts for the men of the Navy and Army. I know what an incalculable benefit the provision of these Huts is to the fighting Services, and I cordially hope that all professions and trades will generously respond to this urgent call."

One-half in an endeavour to prove our peaceful intentions, Germany at once redoubled her efforts to build a navy to sweep us off the seas, just as she maintained an army to menace the peace and bully the people of the world. And as soon as she felt herself strong enough to overcome all probable opposition she set out on the most hellish campaign, and with the least provocation and the smallest excuse, over-recorded in the annals of this world. And this campaign she has conducted with an utter disregard of the laws of nations and of humanity.

A decent nation would be entitled to generosity in spite of any temporary lapse. But to Germany—the nation that has committed the vilest and most colossal crimes deliberately, as a set policy, and against the most unoffending and harmless people—to a nation that has abused every economic freedom broken every treaty pledge, and violated every law that stood in the way of her brigandage and "blacklegging"—that has imposed every possible suffering and indignity upon her victims—any and every spark upon her slightest display to this nation will be a crime against God and man—an infidelity to the Providence that has given us the power to resist, and will yet give us the strength to vanquish, this nation of fiends.—The Globe.

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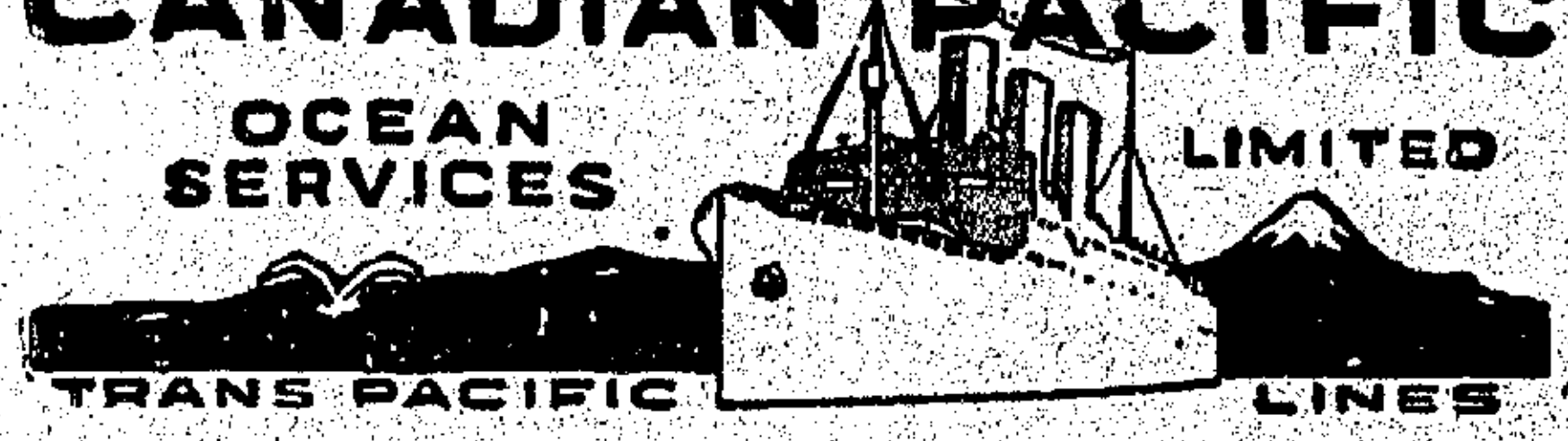
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MANILA "YUENSANG" Friday, 15th March, 3 p.m.

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BOEROE	JAVA & MACASSAR	8th Mar.	15th Mar.	YOKOHAMA & KOBE
TJITAROEM	JAVA	14th Mar.	20th Mar.	AMOY & SHANGHAI
SOERAKARTA	JAVA	16th Mar.	—	—

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"WILIS"	...	8,000	20th Mar.
"REMBRANDT"	...	10,000	3rd Apr.
"GOENTOE"	...	10,000	17th Apr.
Steamers	To SINGAPORE AND JAVA	Tonnage	to sail
"RINDJANI"	...	8,000	27th Mar.
"SAWI"	...	8,000	28th Mar.
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WEATHER REPORT.

March 7th, at 12.17.—No returns from Japan and Vladivostok. Pressure has decreased slightly over the Philippines, and increased slightly to moderately elsewhere. An anti-cyclone is again central over N. China, and fresh monsoon will prevail along the China Coast, and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since 1st January, 0.03 inches, against an average of 2.33 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
DISTRICT FORECAST.

Hongkong to Gap Rock ... N.E. winds fresh; fair.

Formosa Channel ... (North winds strong).

South Coast of China between (The same as Hongkong and Lamook) No. 1.

South Coast of China between (The same as Hongkong and Hainan) No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

7th MARCH, A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Wind Direction	Force	Weather
---------	------	------------------------	-------------	----------	----------------	-------	---------

Vladivostok
Nemuro
Hakodate
Tokio
Kobe
Nagasaki
Kagoshima
Oshima
Naha
Ishigaki
Bonin Island
Weihaiwei	...	30.45	34	85	E	1	b
Bankow
Lobang
Kiungang
Guangsha
Shanghai	...	30.37	39	100	N.E.	2	a
Guizhou
Shanghai	...	30.34	42	100	N.E.	2	a
Shanghai	...	30.38	50	98	N	2	a
Shanghai	...	30.39	58	81	N.W.	2	a
Shanghai	...	30.41	61	91	E	0	b
Shanghai	...	30.42	67
Shanghai	...	30.43	61
Shanghai	...	30.44	61
Shanghai	...	30.45	61
Shanghai	...	30.46	61
Shanghai	...	30.47	61
Shanghai	...	30.48	61
Shanghai	...	30.49	61
Shanghai	...	30.50	61
Shanghai	...	30.51	61
Shanghai	...	30.52	61
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Shanghai	...	30.92	61
Shanghai	...	30.93	61
Shanghai	...	30.94	61
Shanghai	...	30.95	61
Shanghai	...	30.96	61
Shanghai	...	30.97	61
Shanghai	...	30.98	61
Shanghai	...	30.99	61
Shanghai	...	31.00	61

T. E. CLAXTON, Director.

1. Barometer, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. Thermometer, in the shade, in degrees Fahrenheit.

3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. Direction of Wind, to two points.

5. Force of Wind, according to Beaufort Scale.

6. State of Sky, in blue sky, or detached cloud, or drizzling rain, or fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or equal, or rain, or snow, or thunder, or visibility, or dew (wet).

7. Rain in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 7th.

Barometer	Thermometer	Humidity	Wind Direction	Force	Weather
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Highest open-air Temperature on 6th 72
Lowest open-air Temperature on 7th 80

HONGKONG TIDE TABLE.

From 8th to 14th March, 1918.

Day	Month	High Water	Low Water
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High Water ... Low Water ...

High Water ... Low Water ...

High Water ... Low Water ...

High Water ... Low Water ...

High Water ... Low Water ...

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SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
PAKHOI and HAIPHONG	"PAOTING"	On 8th Mar., 11 A.M.
SWATOW and BANGKOK	"LIANGCHOW"	On 9th Mar., 10 A.M.
SHANGHAI	"Y-NINGHOW"	On 10th Mar., 10 A.M.
SWATOW and SINGAPORE	"CHINHUA"	On 11th Mar., Noon.
AMOY and SHANGHAI	"SUINYANG"	On 12th Mar., 10 A.M.
SHANGHAI	"KINKANG"	On 14th Mar., 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation, Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Japanese and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to
BUTTERFIELD & SWIRE.
Agents.

TELEPHONE 36

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 3 to 10 Days).

"KAITAN" ... Capt. A. E. Hodgkin ... FRIDAY, 8th Mar., at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS LAFRAIK & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to
DAVID HASSOON & CO., LTD.
Agents.

P. & O. S. N. CO.

ROYAL MAIL SERVICE.

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Connecting Mail	Due at MARSEILLES	Due at LONDON
COLOMBO	Noon	Str. from Colombo	1817	1917

When Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S. LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment).
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO
AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
FREIGHTS SAILINGS.

STEAMERS	Leave Hong Kong	Leave SINGAPORE	Due at MARSEILLES	Due at LONDON
	about	about	about	about
The Intermediate Service is Temporarily Suspended.				

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godown for examination by the Consignee, and the Company's Surveyors, Messrs. Goddard & Pygall, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.
For Further Information, Passengers, Freight, Handbooks, Dates of Sailing, etc., apply to
E. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	KITANO MARU ... 16,000 tons ... FRI. 16th March 11 A.M. SHIDZUOKA MARU ... 12,500 tons ... SAT. 23rd " 11 A.M.	
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU ... 8,000 tons ... SAT. 16th " 11 A.M. AKI MARU ... 12,500 tons ... SAT. 20th April 11 A.M.	
SHANGHAI, MOJI & KOBE	PENANG MARU ... 10,000 tons ... FRI. 8th March 4 P.M. BENTEN MARU ... 8,000 tons ... SUN. 10th March.	
LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN		
MELBOURNE via MANILA, ZAMBOANGA, THURSDAY, IS. TOWNSVILLE, BRISBANE & SYDNEY		For dates of sailing apply at the Company's Office.
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL		
BOMBAY via SINGAPORE, MALACCA & COLOMBO		
CALCUTTA via SINGAPORE, PENANG & RANGOON		

§ Omitting Shanghai and/or Moji. + Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.]

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATOKI MARU," each of over 20,000 tons displacement.

NEXT SAILINGS FROM HONGKONG.

FUSHIMI MARU ... Wed. 13th March, 11 A.M.
KASHIMA MARU ... SAT. 23rd March, 11 A.M.
§ Omitting Manila Eastbound.

For further information apply to
NIPPON YUSEN KAISHA,
B. MOJI, Manager.

Telephone 202 and 233

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	18,000	SAT. 8th Mar.
SIBERIA MARU	18,000	FRI. 22nd Mar.
TENYO MARU	22,000	TUES. 9th Apr.
NIPPON MARU	11,000	TUES. 16th Apr.
SHINYO MARU	22,000	SAT. 27th Apr.
PERSIA MARU	8,000	FRI. 10th May

The ss. "Nippon Maru" and ss. "Persia Maru" omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, OALLAO, ARICA and IQUIQUE.
THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

ANYO MARU	18,500 Tons
KIYO MARU	17,500 "
SEIYO MARU	14,000 "

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD., and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager,
Singapore Buildings.

TELEPHONE 2274 and 2275.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI.
SERVICE TO AND FROM EUROPE

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

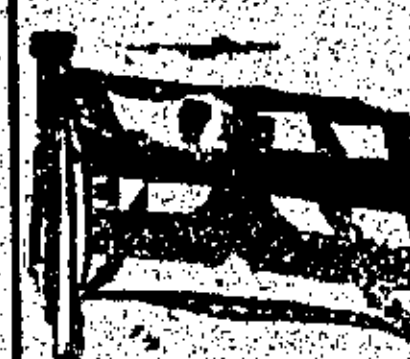
Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

F. THOMAS, Agents,
Queen's Building.

TELEPHONE 740

O. S. K.
OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line.			FOR VICTORIA, SEATTLE, AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, KOBE, YOKO, AND YOKOHAMA		
TRANS-PACIFIC.					
"AFRICA MARU"	WED. DAY,	20th Mar., at 5 P.M.
"CANADA MARU"	TUESDAY,	26th Mar., at 3 P.M.
"MANILA MARU"	THURSDAY,	28th Apr., at 3 P.M.

NORTH AMERICAN LINE—This line maintains regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at (Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING
PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Auping, Takao, via Swatow and Amoy.

"AMAKUSA MARU"	SUNDAY, 10th Mar., at 10 A.M.
"JOSHIN MARU"	MONDAY, 11th Mar., at 9 A.M.
"SOSHU MARU"	THURSDAY, 14th Mar., at 6 A.M.
"KAJIO MARU"	SUNDAY, 17th Mar., at 10 A.M.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

For FURTHER INFORMATION, apply to—

K. YAMASAKI, Manager,
No. 1, Queen's Building.

TEL. Nos 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA, AND HONOLULU TO SAN FRANCISCO.
APRIL 10, 1918.

AN UNRIVALLED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE PORTS.

O. H. BENTLEY, Freight and Passenger Agents,
Prince's Buildings, Lee House Street.

